

Outlook on Halton Hills

Residents against kennel plan

Barking dogs from a proposed kennel on the 10th Line in Georgetown will upset nearby homeowners, residents say.

Dr. Nancy Tarzwell wants to expand her veterinary services located on the east side of the 10th Line, north of Regional Road 23 to include a kennel.

Complaints of possible noise from the kennel can be alleviated by placing soundproof material on the walls of the dog runs behind the kennel and a roof over top, said Dr. Tarzwell Monday.

And there is at least half a kilometre between the kennel and the nearest houses, she said.

There will be no dogs on the site permanently and the dogs will only be allowed outside in the enclosed runs behind the kennel for three hours a day, said Bert Arnold, a lawyer representing Dr. Tarzwell.

But neighboring residents submitted a 22-name petition asking that the kennel not be approved.

The Halton Hills Official Plan

designates the area as rural but the land is currently zoned light industrial, which allows many smaller industrial purposes such as truck repairs, said deputy planner Bruce MacLean.

Erin township, the municipality immediately north of the area requires a minimum of 45 acres of land to run a kennel, residents say.

"Why are we so different in Georgetown... we have invested substantial finances in our properties... yet we are not consulted in a situation where we will have to tolerate the 'noise pollution' of a kennel, the fouling of our area occurring from animal excrement, and the property depreciation which will occur from being adjacent to a kennel and an industrially-zoned property," the petition says.

But Dr. Tarzwell said the runs behind the kennels are washed down after each use and the excrement is taken away from the site by a disposal service.

And her lawyer, Mr. Arnold, submitted a petition which was signed by 12 surrounding residents and several more customers who favor the kennel.

The kennel would cause much less disturbance to neighboring residents than some light industries legally allowed to operate on the property under the current zoning, said Mr. Arnold.

Al Shepherd, who lives just north of the property, said there is not enough space between his property and the kennel. Noise from the kennel will prompt other dogs in the neighborhood to bark, he said.

Another nearby resident, Al Irving, asked if the town had a noise bylaw which could be enforced if the noise from the kennels gets too loud.

The town does have a noise bylaw, said Mr. MacLean. But he could not elaborate on its regulations.

Town staff will prepare a report on the application and report back to council with a recommendation.

Committee members named

Halton Hills councillors were appointed to six committees covering a variety of areas Monday.

Councillors Gerald Rennie and Lil Bowman will sit on the town's ActiVan Advisory Committee.

Coun. Rennie will also sit with the Acton Business Improvement Area (BIA) group.

Councillors Anne Currie and Pat McCarthy will sit on the Georgetown BIA for a three-year term.

Councillors Al Cook and Norm Elliott will sit on the Local Architectural Conservation Authority Committee (LACAC) for a three-year term.

Four councillors will sit on the Seniors Advisory Committee. Coun. Rennie will chair the committee which also consists of Al Cook, Pam Johnston and Robert Heaton.

Finally, Norm Elliott and Lil Bowman will sit on the Community School Administration Committee. That committee deals with any

public school board issues which arise out of board property owned in Halton Hills.

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Crosswalks under scrutiny

Halton Hills engineers are working on ways to make crossing the street in Acton safer.

The town decided Monday to ask the Ministry of Transportation to lower the speed limit on Highway 7 east of Lakeview Avenue from 70 kilometres per hour to 50 kilometres. Town engineers also want to upgrade a pedestrian crosswalk at Highway 7 and School Lane near Robert Little School.

A recent survey showed that pedestrian traffic signals are not needed at the intersection because pedestrian traffic isn't heavy enough, town operations engineer Ted Drewlo said.

But in one eight-hour study period conducted at the end of January, seven cars did not stop at the intersection while a pedestrian was waiting to cross the road. All of the cars could have stopped safely, said Mr. Drewlo.

In those instances, cars didn't stop because they couldn't see the pedestrian standing at the side of the road, said Mr. Drewlo. Cars parked too close to the crosswalk blocked motorists' sightlines, he said.

"That is the biggest reason and

the most crucial reason why this pedestrian crosswalk is perceived not to be safe."

"No stopping anytime" signs will soon be posted near the pedestrian crosswalk to clear motorists' sightlines, he said.

And warning signs will be upgraded. Older, faded signs will be replaced and the crosswalk signs on the west side of the street will be moved closer to the highway.

Along with other sign improvements in the area, a flashing amber light may be added if the hydro connection is possible.

All of the pedestrian crosswalks in Acton were upgraded last year but the new signs and lower speed limits will make the crosswalk safer, said Mr. Drewlo.

Town engineers also want to upgrade the overhead illuminating

sign at the pedestrian crosswalk at Queen Street and Acton Boulevard. The work, which should cost about \$5,000, is tentatively scheduled to be done in 1990.

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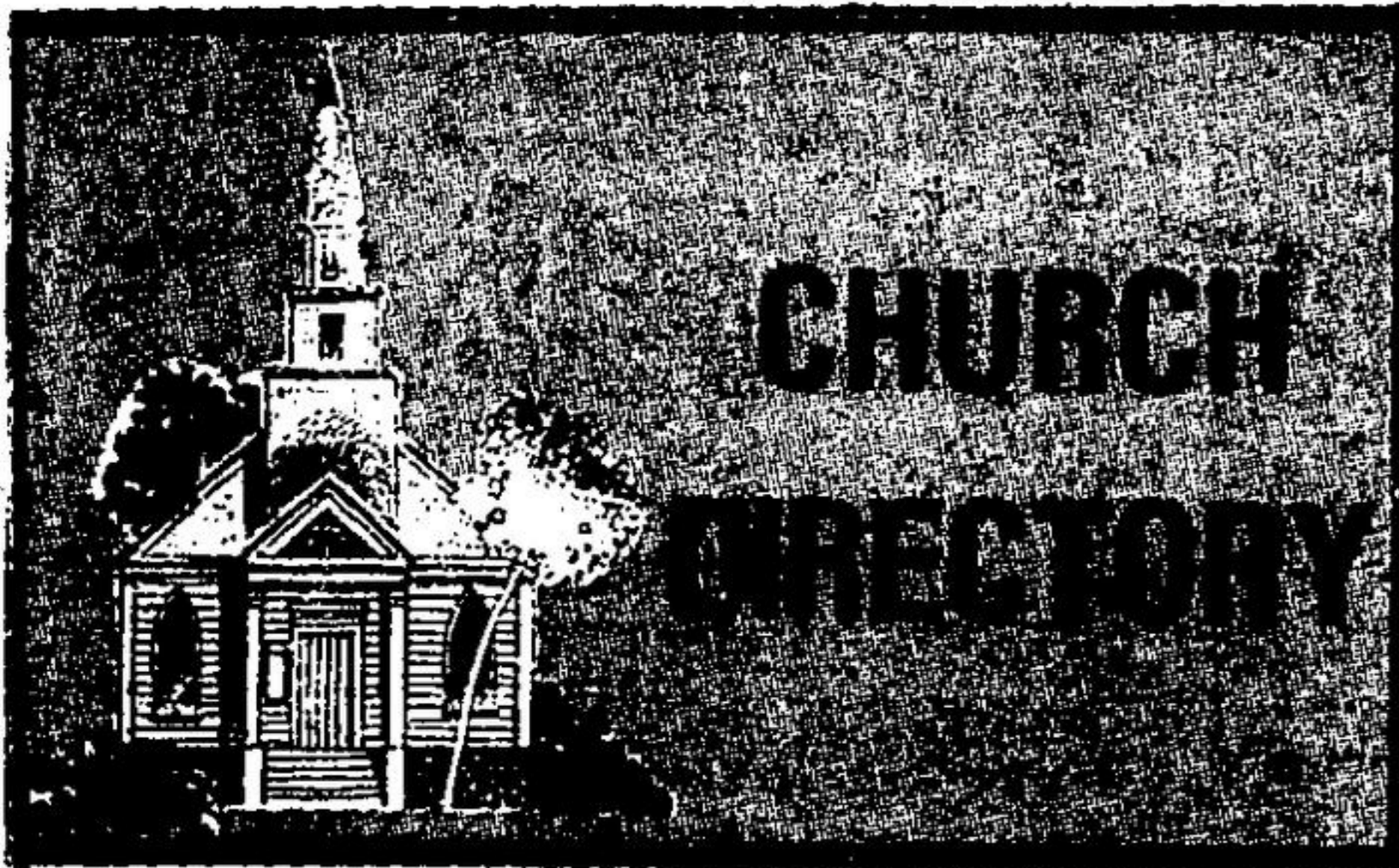
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